

Alonzo D. Rhodes, citizens of Lehi City, Utah County, are hereby authorized and empowered to form a company for the purpose of building a toll bridge across the Jordan River at any point within ten miles north of Utah Lake, that the city may determine.

Section 2. The within Charles Hopkins, and Alonzo D. Rhodes, are hereby authorized to take, and sell stock at \$25.00 each share, until a sufficient amount of stock shall have been taken to defray the cost of building said bridge.

Section 3. There shall be a committee of three chosen from among, and by the stockholders, whose duty it shall be to keep an accurate account of all expenditures, also to superintend the building, and to do such other business for the company as he majority of the stockholders may deem expedient for the general good.

Section 4. Every stockholder shall be entitled to one vote for each share he may have taken.

Section 5. The bridge shall be built to the acceptance of the Territorial Commissioner.

Section 6. The City Council of Lehi City are hereby authorized to regulate the rates of toll for crossing said bridge.

Section 7. The company thus formed may have the right to hold claim on the bridge, until they have realized one hundred per cent over and above all expenditures; after which said bridge shall be turned over to the Territorial Commissioner in good repair, as the property of the Territory.

Approved, January 21, 1853.

From the first, the bridge proved to be a reasonable success and rewarded the promoters with a substantial rate of interest on their investment. George Zimmerman was among the first toll-keepers for the bridge company.

—Leona G. Holbrook.



**AN ACT INCORPORATING THE PROVO CANON  
ROAD COMPANY**

*15 Jan 1867*

SECTION 1. Be it enacted by the Governor and Legislative Assembly of the Territory of Utah: That Alexander F. McDonald, Warren N. Dusenbury, and Shadrach Holdaway, of Utah County, William M. Wall and Nymphas Murdock, of Wasatch County, and such other persons as may become stockholders in the Corporation hereby created, are made and constituted a Body Corporate for the purposes hereinafter specified, under the name and style of the Provo Canon Road Company, with perpetual succession for the term of twenty years; and in their corporate name shall have power to sue and be sued in all actions at law and equity in any court having jurisdiction; to purchase and hold, lease, rent or convey real estate or personal property; to sell and transfer the same, and to do and perform any and all acts in their Corporate name that any individual can or has a lawful right to do, to make and use a common seal, and to alter the same at pleasure; and to do all others acts necessary for the proper exercise of the powers conferred and the privileges granted in this Act.

SECTION 2. The capital stock shall be fifty thousand dollars, and may be increased by said Corporators to any sum not exceeding one hundred and fifty thousand dollars, which shall be divided into shares of fifty dollars each and deemed personal property. Each subscriber of stock shall pay, at the time of subscribing, twenty per cent of the sum subscribed, and the remainder in installments when called for by the Board of Directors. Shares shall be represented by a certificate signed by the President and Secretary, and shall be transferable upon the books of the Company in such manner as their by-laws may direct. Shareholders shall be entitled to one vote for each share, at all elections or business meetings.

SECTION 3. The Corporators, or a majority of them, may open books for the subscription of stock at Provo City, at such time and place as they may appoint, twenty days notice of which shall be given by posting notices in six of the most public places in Utah and Wasatch Counties; and when the sum of ten thousand dollars is subscribed, said Corporators, or a majority of them, shall give notice in like manner to the stockholders to meet and organize said Company by electing a President and five directors, whose term of office shall be two years and until their successors are elected and qualified.

SECTION 4. The President and Directors, before entering upon the duties of their offices to which they have been elected, shall give bonds, conditioned for the faithful performance of their duties, to the acceptance of the Probate Judge of Utah County and filed in his office. The said President and Directors shall form a Board, a majority of whom may do business, and shall have power to fill all vacancies that may occur in the Board by death, or otherwise: to appoint a Secretary, Treasurer, Superintendent of Roads and all officers necessary to carry into effect the provisions of this Act; and may require them to give bonds conditioned for the faithful performance of their duties; and shall have power to ordain and make such by-laws and regulations as may be necessary for building, protecting and keeping in repair Provo Canon Road; for the preservation of the timber in the Canon and its tributaries, and for all purposes whatsoever pertaining to the interest of said Company, not contravening the laws of the United States or of this Territory.

SECTION 5. The said Company shall have the right and privilege, and the same is hereby granted, to build a good substantial wagon road through Provo Canon, commencing at Provo City and extending through said Canon to Provo Valley in Wasatch County. And when the aforesaid Company shall have completed said road to the acceptance of the Territorial Road Commissioner, a toll gate may be established thereon and toll collected at the following rates:

For each vehicle drawn by two animals .....	\$1.50
For each vehicle drawn by four animals .....	2.00
For each vehicle drawn by six animals .....	2.50
For each additional pair of animals .....	1.00
For each vehicle drawn by one animal .....	.75
For each pack .....	.15
For each horseman .....	.15
For loose horses, mules or cattle, each .....	.10
For sheep, goats or swine .....	.05

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Provided, that persons hauling timber, fuel or produce from within thirty miles of Provo City shall pay but one way, being entitled to a return ticket free.

SECTION 6. Any person forcibly or fraudulently passing any toll gate erected on said road shall, for each offense, be liable to a fine not exceeding one hundred dollars and costs, to be prosecuted for in any court having jurisdiction, by any officer, agent, servant or stockholder, in the name of said Company; and if any person shall obstruct, break, injure or destroy any part of the road of said Company, or any work or fixture attached to or in use upon the same, the person or persons so offending shall, for every such offense, be liable to a civil suit for the recovery of damages by said Company, and shall also be subject to indictment and, upon conviction, shall be punished by fine not exceeding five hundred dollars and imprisonment not exceeding six months, at the discretion of the court.

SECTION 7. Any toll gatherer, duly authorized by the President and Directors of said Company, may detain and prevent from passing through his gate any person riding, leading or driving animals and any carriage or other vehicle, until he has received the tolls authorized by this Act.

SECTION 8. Nothing in this Act shall be construed as to prevent the Legislative Assembly from altering and amending the same at pleasure.

SECTION 9. An Act entitled "An Act to incorporate the Provo Canyon Road Company," approved January 20th, 1865," is hereby repealed.

Approved January 15, 1867.

—Taken from Session Laws of Utah, 1867.

### PROVO CANYON TOLL GATE

In the history of Rachel Pyne Smart she tells that in the year 1876 her parents, Samuel and Leah Pyne, were employed to keep the toll gate in Provo Canyon and they lived there for two years. This toll gate was located on the top of the hill above Springdell. She writes: "It was lonely up there and I sure enjoyed it; playing on the hills and watching the men float ties down the river. These men cut large trees down in the canyon and floated them down the Provo river, which was very high in those days. Father had a nice garden back of the house and one day I went with him to get some potatoes for dinner and nearly stepped on a rattlesnake. Father saw it first and with the shovel he had he soon killed it. I never cared to go in the garden after that. I remember one night a man on horseback wanted father to let him go through the gate without paying his toll. He had been drinking and had a pistol. He said he would kill father if he did not let him pass, but father would not until he paid his toll. Oh, how frightened I was and how I cried and clung to mother. I did not sleep much that night."

Such were the experiences of a toll gate keeper and his family in Provo canyon.

*Heart Throbs of the West Vol 10* —Leah S. Larson.

### FIRST FERRY BOAT ON THE SNAKE RIVER

In the early eighties the Snake River Forks country was being settled. Lying between two large rivers, the North and South Forks of the Snake river, there were no bridges, which made it necessary for people to either go around to the North Fork and ferry across the river, or risk their lives fording it. The stream was very treacherous, especially at certain times of the year. This of course made it very hard to get any place on the other side of the river or to enter the forks country.

So in the year of 1886, a man by the name of Hyrum Grayel of Butte, Montana, Dan Perry and C. M. Squires, conceived the idea of putting a boat on the South Fork of the Snake river to shorten the route to Idaho Falls, and other points south.

In the fall of 1886, at the point of the hill near what was known as the Hawlet Ranch, the installation of the project was commenced. A dugway down the side hill was first made, and landings on both sides of the river were installed with cable anchors, including a windlass for adjusting the steel cable in early spring when the water was high.

Under the direction of C. M. Squires, in the early spring, the boat was made and launched. Dan Perry and Wm. P. Squires did most of the preliminary work. It might be interesting to know just how a boat of that kind, containing several thousand feet of plank and lumber, is built. In the first place, it is built bottom side up in order to seal all the cracks and knotholes. It has to be corked and sealed with tar and rosin. Then, to turn the boat right side up, the guy ropes are attached at each end of the boat and connected with pulleys on cables. The boat is then skidded into the water, still bottom side up. To get it turned right side up, one side of the boat is loaded with rock, and this, with the current of the water, turns it up properly.

In conclusion, the boat was operated at that point for a few years and was then sold and moved down to a point on the main river near what is known as the Big Buttes.

—Z. E. Squires.

### MAC TUCKER'S FERRY

Sometime before the year 1886, a man by the name of Mac Tucker owned and operated a ferry boat on the Snake river west of Blackfoot, about where the bridge now stands. Mac didn't do much business, he says, because there were not many farms across the river. One spring he grew restless with nothing to do and decided to take a team of oxen to Salt Lake for a load of salt and haul the salt to Butte, Montana. He left the ferry with an Indian friend named Ben Willet, and was gone all summer. During his absence people began to buy across the river and Ben made more money with the ferry than Tucker did with the load of salt. A Mr. E. A. Doud came about 1886 and he says that all he saw of the ferry was a snubbing post and the huge fery cable coiled beside the post. But Tucker and the Indian, Ben, often talked with Mr. Doud and one of their most controversial subjects was when Ben was going to "settle up" with the ferry money. The ferry cable was a huge steel line one and one-half inches in diameter, made up of several fine eighth-inch cables rolled together. After the ferry was abandoned, early day farmers unwound the cable and used the smaller lines as cables on hay derricks.